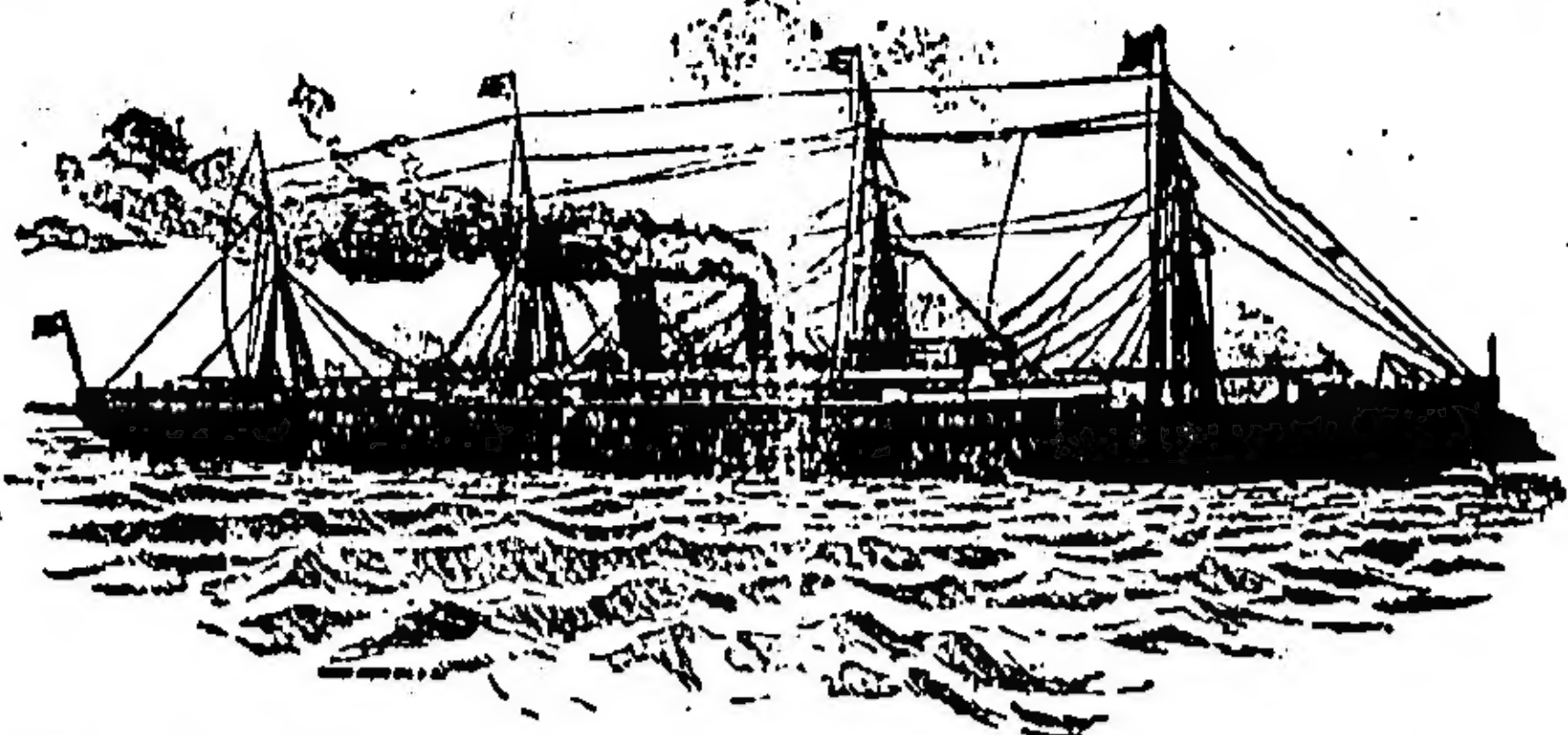


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons.	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"CHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"DORIC"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO MORROW, the 12th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

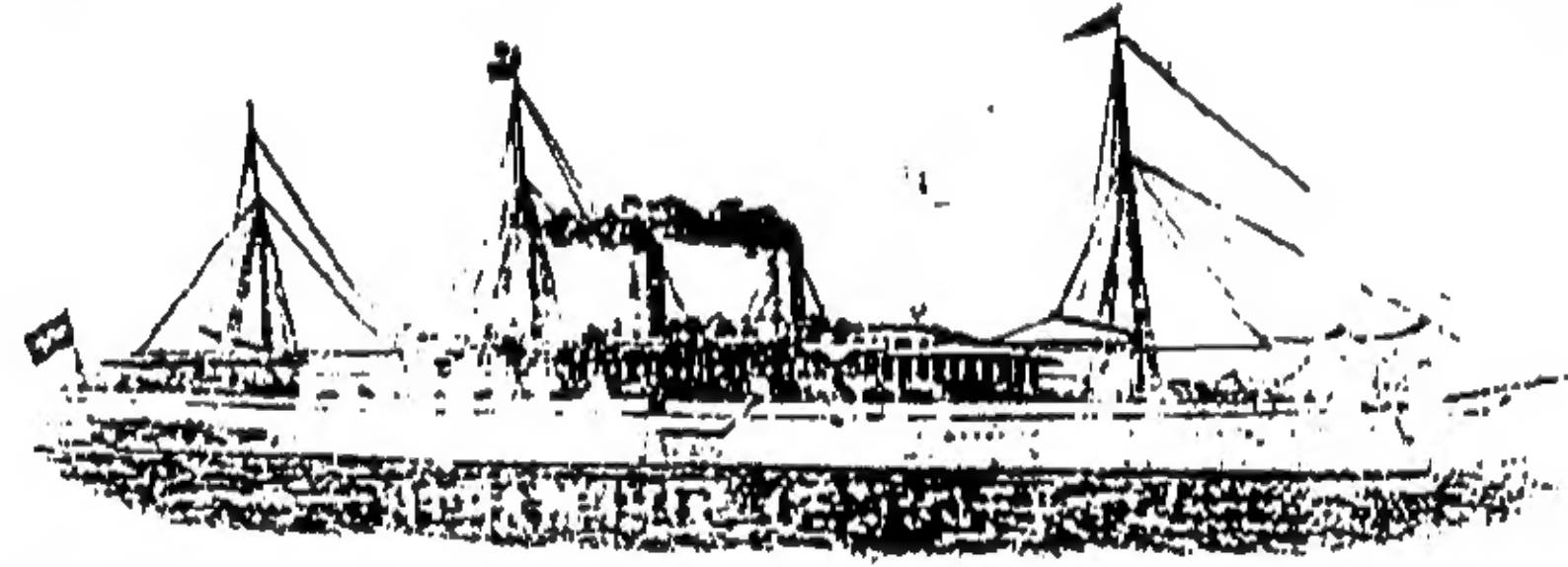
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th May, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

R.M.S. "TARTAR"	4,425 Tons.	SATURDAY, 21st May.
"EMPRESS OF CHINA"	5,000 "	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	5,000 "	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	5,000 "	WEDNESDAY, 13th July.
"ATHENIAN"	4,440 "	WEDNESDAY, 7th July.
"EMPRESS OF CHINA"	5,000 "	WEDNESDAY, 3rd August.

Hongkong to London, 1st Class, £60. 1st St. Lawrence £60. Via New York £62.
Hongkong to London, intermediate on Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 11th May, 1904.

D. E. BROWN, General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	11th May. } Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. } Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. } Freight and Passengers.
SEGROVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. } Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
59, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,
27, DES VOUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN"	2,360 "	W. A. Valentine.
"HANKOW"	2,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons. | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons. | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons. | Captain J. Willox. |

"NANNING" 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUNDRELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half of June	SHANGHAI & JAPAN	First half of June
TJILATJAP	JAPAN	First half of June	S'PORE & JAVA PORTS	First half of June
TJIMAH	JAVA PORTS	Second half of May	SHANGHAI & JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 10th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

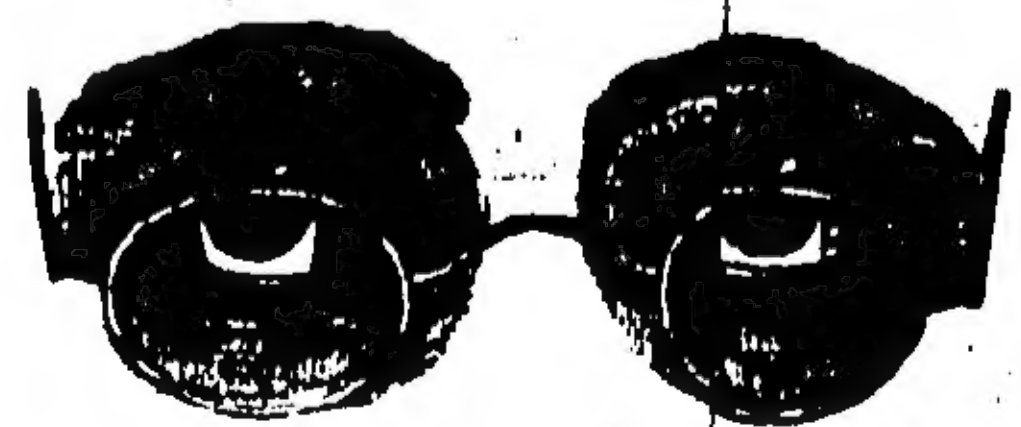
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

44]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building, Hongkong, 10th January, 1904.

UBORG BEER.

FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and other Chemicals.
100c \$10.50 per case of 48 bottles (quarts)
or 12 pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

44]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

595]

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904.

61]

BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to
120 words a minute; completion to
corresponding speed: \$50, or by instalments
of \$5 a lesson.

"ADVANCED" LESSONS to completion
of verbatim shorthand: \$100, or by instalments of
\$10 each lesson.

FOREIGN LANGUAGES TAUGHT.
TRANSLATIONS MADE.
TYPEWRITING TAUGHT on all makes
of machines.

MANIFOLDING, DUPLICATING, and
SINGLE TYPEWRITTEN COPIES for the
public.

MACHINES (all good makes) for sale.
EVENING CLASSES in SHORTHAND,
Typing, English, etc., Hours, 5 to 9 o'clock.
\$2 per lesson.

PUPILS attended at their own homes, or
lessons by post.
CIRCULARS post free.

WARWICK PERLE, Principal.
Hongkong (near G. P. O.)
Canton, 144 Shamshui.
Hongkong, 3rd May, 1904.

584]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.
In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903.

10]

CAFE RESTAURANT WEISMANN.

HAVING OPENED HIS NEW
PREMISES,
No. 34, QUEEN'S ROAD CENTRAL,
(opposite Post Office),
recommends to the Public of Hongkong.

Breakfast from 7 A.M. to 11 A.M.
Luncheon from 12 P.M. to 3 P.M.
Dinner from 5 P.M. to 8 P.M.
Meals a la carte at all hours.

Afternoon Tea a Speciality.

Special Ladies' Room and Retiring Room.

On Parle Francais, Man Spricht Deutsch.

Monthly Terms for all Meals can be

arranged.

All kinds of Catering

done at Reasonable Prices.

All Orders Strictly Attended to.

Combined with the above is
THE EUROPEAN BAKERY,
where all kinds of Bread and Cakes are made
by the only European Bakers
in the Colony.

HANS WEISMANN,

Proprietor.

Hongkong, 9th May, 1904.

602]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VOUX ROAD CENTRAL,

HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

Intimation.

THE ROBINSON PIANO CO., LIMITED.



SPECIALISTS in "EVERYTHING MUSICAL."

Hongkong, 6th May, 1904.

Entertainment.

THE
HENRY DALLAS
MUSICAL DRAMATIC CO.

RETURN SEASON.

TWO WEEKS ONLY.

GRAND OPENING NIGHT.

MONDAY, 10TH MAY.

"KITTY GRAY."

TUESDAY, 17TH MAY.

"KITTY GRAY."

PLAN AT THE
ROBINSON PIANO Co., Ltd.

Hongkong, 7th May, 1904.

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of May, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Hun Hom in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square feet	Annual Rent	Unset Price
1	Kowloon Marine Lot No. 25.	465' 400' 310' 300'	1,575,000	\$25,000	\$38,000

Hongkong, 6th May, 1904.

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN COAL.

Apply to

RITCHIE & Co.,
39, Des Voeux Road.
Hongkong, 22nd April, 1904.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.

for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

CRIME AND RELIGION.

ROAD TO LHASA THE DIRTIEST PLACE ON EARTH.

Icy winds and suffocating smoke are not conducive to literary style, though they sometimes inspire a rude eloquence that is quite unfit for publication, says Edmund Chandler, the *Daily Mail's* Tibetan correspondent.

As I scribble this by the mess-room brazier—our youngest optimist would not call it a fire—I catch an occasional and incisive phrase that exactly expresses the situation. Then I envy the freedom of speech of those who come in from a spell of fatigue duty and can say what they like for the rest of the evening, while I, who write for an enlightened public, must sacrifice force to euphemism.

A week at Phari dispels all illusions; only a burgee could adequately describe the place. Yet the elements are trusty councillors, who feelingly persuade me what I am and they may perhaps inspire me with some of the eloquence of discomfort.

PHARI JONG.

In my last letter I described the sylvan valley of Gausa, where the air is scented with the fragrance of warm pine trees, and there is no indication of winter save the ice on the Ammo Chu. The torrent roars boisterously beneath its frozen surface, and throws up little tentacles of frozen spray, which glisten fantastically in the sun. Three miles further up the stream the woodbelt ends abruptly; then after another three miles one passes the last situated bush. After that there is nothing but brown earth and yellow withered grass. All the plain is undermined with the warrens of marmots and voles who sit on their thresholds like a thousand little spies, and curiously watch our approach, then dive down into their burrows to tell their wives of the strange bearded invaders. One envies them their warmth and snugness as one rides against the bitter winds that penetrate to the bone.

Twelve miles from Gausa, a turn in the valley brings one into view of Phari Jong. At first sight it may be a huge isolated rock, but as one approaches the bastions and battlements become more distinct. Distances are deceptive in this rarefied air and objects that one imagines to be quite close are sometimes found to be several miles distant.

INSIDE THE FORT.

The fort is built on a natural mound in the plain. It is a huge, rambling building, six stories high, surrounded by a courtyard, where mules and ponies are stabled. As a military fortification Phari Jong is by no means contemptible. The walls are of massive stone-work, which would take heavy guns to demolish. The angles are protected by attacking parties by machicolis galleries, and three enormous bastions project from each flank. These are crumbling in places, and the Pioneers might destroy the bastion and breach the wall with two bags of gun-cotton. On the eastern side there is a square courtyard like an Arab caravanserai, where cattle are penned. The fortress would hold the whole Tibetan army with provisions for a year. It was evacuated the night before we reconnoitred the valley.

The interior of the Jong, is a warren of stairs, landings, and dark cavernous rooms, which would take a whole day to explore. The walls are built of stone and mud and coated with century-old smoke. There are no chimneys or adequate windows and the filth is indescribable.

When Phari was first occupied eighty coolies were employed a whole week clearing refuse. Judging by the accretion of dirt a newcomer might class the building as medieval but filth is no criterion of age, for everything left in the same place becomes coated with grime an inch thick. The dust that invades one's tent at Chumbi is clean and wholesome compared to the Phari dirt, which is the filth of human habitation, the accretion of centuries of foul living. It falls from the roof on one's head, sticks against the wall, and is blown up into one's eyes and throat from the floor.

A STRANGE LITTER.

The fort is most insanitary, but a military occupation is necessary. The hacking coughs which are prevalent among officers and men are due to impurities of the air, which affect the lungs. Cartloads of dirt are being scraped away every day, but gusts of wind from the lower stories blow up more dust, which penetrates every nook and cranny of the draughty rooms so that there is a fresh layer by nightfall.

To clean the lower stories and cellars would be a hopeless task; even now rooms are found in unexpected places which emit clouds of dust whenever the wind eddies round the basement.

Yesterday I explored the ground floor with a lantern, and was completely lost in the maze of passages and dark chambers. When we occupied the fort two months ago they were filled with straw, gunpowder, and old arms. The danger of fire or explosion at Phari was more serious than the danger of a possible attack. The labyrinth was explored thoroughly; a hundred and forty mounds of interior gunpowder made locally, were destroyed and the arms now litter the courtyard. These Tibetans themselves abandoned as rubbish. The rusty helmets, shields, and breastplates are made of the thinnest iron plates, interlaced with leather thongs, and would not stop an arrow. The old bell-mouthed matchlocks, with their wooden ground-reats, would be more dangerous to the Tibetan marksmen than the enemy. The slings and bows and arrows are reckoned obsolete even by these primitive warriors.

Perhaps they attribute more efficacy to the praying-wheels which one encounters at every corner of the fort. The largest are in niches in the wall to left and right of their gateway, rows of smaller ones are attached to the balustrades, on the landings, and the battlements of the roof. The wheels are covered with grime, the grime of Lamas' hands.

PIETY AT PHARI.

Dirt and religion are inseparable in Tibet. The Lamas themselves are the most filthy and malodorous folk I have met in the country.

From which it must not be inferred that one class is more cleanly in its habits than another, for nobody ever thinks of washing. Soap is not included in the list of sundries that pass the Customs House at Yatung. If the Lamas are dirtier than the yak-herds and itinerant merchants, it is because they lead an indoor life, whereas the pastoral folk continually exposed to the purifying winds of the tablelands, which are the nearest equivalent in Tibet to a cold bath.

I once read of a Tibetan saint, one of the pupils of Naropa, who was credited with a hundred miraculous gifts, one of which was that he could dive into the water like a fish. Wherein the miracle lay had often puzzled me, but when I met the Lamas of Phari Gampa I understood at once that it was the holy man's contact with the water.

Phari is eloquent of piety, as it is understood in Tibet. The better rooms are frescoed with Buddhist paintings, and on the third floor is a library, now used as a hospital, where xylograph editions of the Lamant Scriptures and lives of the saints are pigeon-holed in lockers in the wall. The books are printed on thin, oblong sheets of Chinese paper, enclosed in boards, and illuminated with quaint coloured tail pieces of holy men in devotional attitudes. Phari Fort, with its casual blending of East and West, is full of incongruous effects; but the odd and most pathetic incongruity is the display on the roof, from which, amid praying flags and pious offering of coloured raiment, flutters the Union Jack.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 29th May, 1904.

Intimations.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Taels at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 15th April, 1904.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 22nd April, 1904.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rouse, Labret, Velpau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually suppressing the disease of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a remedy for the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, gonorrhoea, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of patients' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is a powerful stimulant, invigorates the system, restores strength and vigor to the debilitated, and all the distressing consequences of early or excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 4/6 & 4/6. In ordering, state which of the three remedies is required, and observe above Trade Mark, which is a facsimile of word "Therapion" as it appears on the British Government Stamp on which is affixed a red circular seal signed by every physician by order of H. Malt's & Co., Chemists, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

SEE THAT YOU GET GOOD BREAD ON YOUR TABLE.

MR. H. RUTTONJEE is prepared to DELIVER BREAD in HONGKONG and KOWLOON. The Sanitary arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

THE BEST FLOUR IS USED. BROWN BREAD made from the well-known Graham flour. A speciality.

Special rates to Hotels, Messes, Clubs, Boarding Houses, and large consumers. H. RUTTONJEE, No. 5, D'Aguilar Street, or 36 to 38, Elgin Road, Kowloon. Hongkong, 10th May, 1904.

DRUGS, CHEMICALS, PERFUMERY, PATENT MEDICINES, ETC.

AND DISPENSING CHEMISTS.

FLETCHER & Co.,

THE PHARMACY,

藥房 14, QUEEN'S ROAD CENTRAL, 中法

A. STEVENSON, Chemist.

Hongkong, 29th April, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China. Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " ".....	10 "
12 " ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH Co., Ltd.

1, Ice House Road,

Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office,
Ferry Company's Pier, Ice House Street,
Blake Pier,
Post Office,
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the entrance and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.


THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FICO,

Acting Director,

Hongkong, Observatory, 2nd January, 1904.

Intimations.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.

HIGH CLASS BRANDIES.

- A.—OLD PALE \$20.00
B.—SUPERIOR VERY OLD COGNAC 27.00
C.—VERY OLD LIQUEUR COGNAC 33.00
V.O.—J. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00

All our Brandy is guaranteed to be **PURE COGNAC**; the differences in price being merely a question of age and vintage.
For a "Soda" Brandy we strongly recommend the "B" quality.

A. S. WATSON & CO., LIMITED.
Hongkong, 7th May, 1904.
TELEPHONE NO. 194.
CABLE ADDRESS: "ACIRE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO., 祥利廣
17, QUEEN'S ROAD.
FURNITURE DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam and Motor Launches.
Contract for New Tonnage on reasonable terms with First-class Builders.
A large stock of Canadian Asbestos and Asbestocel goods kept.
Agents for Messrs. Allen & Sons Electrical Plant and Centrifugal Pumps.
Telegram Address: "MARINEWORK."
Telephone:—No. 358.
Hongkong, 3rd May, 1904.

NOTICE
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents. Weekly, twenty-five cents.

DEATH.
On the 8th instant, at Government Civil Hospital, JOHN I. WILLIAMSON, aged 37, late Chief Engineer, s.s. *Tak Hing*. [695]

The Hongkong Telegraph
HONGKONG, WEDNESDAY, MAY 11, 1904.

LOCAL AND GENERAL.

The British despatch vessel *Aburay* left for Shanghai this morning.

OVER thirty bluejackets of the *Resolution* and *Spartan* deserted, and after a stern chase at Holyhead, the police captured several of them.

The U. S. Mail steamer *Saltara* which left Shanghai for San Francisco on 3rd inst. took with her the portrait of the Empress Dowager for exhibition at the St. Louis Exposition.

SINCE noon of yesterday four fatal cases of plague were notified, two being from villages in the vicinity of Kowloon city and the others cases dumping at Yau-mai and in Hospital Road.

The Tsar received Mr. Henry Norman, M.P., in private audience at the Winter Palace, St. Petersburg, last month. His Imperial Majesty, in the course of the conversation, spoke in the hon. member at length upon the general situation arising from the Russo-Japanese war.

FROM the Klondike country, Canada's arctic goldfield, comes a report of the discovery of a perfect specimen of the mastodon. It was found in an old subterranean watercourse. The finders estimate its value at fifty thousand dollars, and anticipate an eager competition for its possession by scientists.

THERE is a proposal on foot in Scotland to celebrate the quarter-centenary of John Knox's birth, which falls a year hence. Curiously enough, the precise date, and even place of the great Reformer's birth, is in doubt, although it is generally conceded that he was born in 1505, in the country of Haddington.

FOUR Chinamen, residents of Ping Chau Island, were charged with being in possession of various quantities of opium, for which they had no certificates. They set the usual plea that "someone must have put it there," but nevertheless Mr. Kemp fined them \$15, \$41, \$50, and \$92 respectively and ordered the opium to be confiscated.

We understand that Chin Hok Cheong, the Chinese clerk in the Chartered Bank at Bangkok, who was recently charged with being concerned in the forgery of a cheque for 12,000 ticals and the charge against whom was dismissed in the British Court, has entered an action against Mr. Thomas Jones, the local Agent of the Bank, claiming 3,000 ticals damages for malicious prosecution.

A PEACOCK intervened in an unprecedented manner during the hearing of a case recently, in the British Court, at Bangkok. Entering the Court, it flew up to the top of the jury box and perched itself there, resisting for a time even the efforts of the assistant gaoler to dislodge it. Twice it was ejected and twice it returned, and finally it had to be lifted bodily and carried off to a place of security. A Countess constructed in the airy fashion necessary in this climate is liable to these little interruptions.

OSBORNE House was recently opened as a convalescent institution. In conformity with the King's desire, there was no ceremony, and the public are being practically excluded until the first occupants have become properly at home in their new surroundings. Afterwards it is presumed that, under the terms of His Majesty's bequest of Queen Victoria's favourite residence to the nation, the public will have every facility granted for enjoying the State apartments and grounds. Portions of the estate have, however, been enclosed for the sole use of the convalescents, and the gardens and grounds to which they have access form the most picturesque part of the property.

THE death took place at the Government Civil Hospital, to-day, of Adolph Ellengsen, chief mate of the Norwegian s.s. *Ella*. The funeral will pass the Monument at 5 p.m., to-morrow.

IN the Lawn Tennis Tournament, Double Handicap, Third Round, Murphy and Boyd yesterday beat Craig and Holyoak. In the Singles Handicap (A class) P. Strickland beat H. Pinckney, 6-3, 7-5.

A NEW organ has recently been built for the Episcopal Church on the Shamien, at Canton. Mr. A. G. Ward, the organist of St. John's Cathedral, has gone to Canton where he will give an organ recital as a formal opening of the instrument.

THE Postmaster-General at Singapore notifies the Press that he is in receipt of a telegram from the G.P.O., London, stating that the mail from London of the 29th ult., which would in the ordinary course have been despatched by French packet, has been sent via Bombay in consequence of the strike of mercantile marine officers at Marseilles.

THE Stanley Opera Company, who have been performing at Singapore during the past few weeks, are expected to open a season here shortly. The company's agent arrived on the s.s. *Suisang* yesterday, and has left for Shanghai where they will first perform in consequence of the Theatre Royal being engaged for a short season by the Dallas Company, who open here next Monday.

THE C. N. S. *Ningpo*, which left Shanghai for Hankow on Thursday morning with a cargo of timber, and ran aground beyond Woosung, got off on Friday morning and proceeded on her voyage. It was at first thought that she would have to be lightened of her cargo, and the Shanghai Tug and Lighter Company sent down a tug and lighters to her assistance. She got off, however, with the assistance of the tug boat alone, it not being necessary to take off any of her cargo.

SINCE the opening of the Volunteer recruiting year on November 1, it is estimated that the ranks of the forty metropolitan regiments have sustained a further loss of 1,000 officers and men, making a total loss of about 9,000 since 1901. The number of London volunteers in camp for the Easter holidays is less, therefore, than on any similar occasion since the force was established at the end of the fifties. A further diminution is almost inevitable before the close of the official year.

A MOST interesting ceremony was to take place the other day in the great Roman amphitheatre at Arles. A number of young ladies of the town and neighbourhood were to enter into a solemn written engagement always to wear the graceful Arlesian head-dress, and never to substitute therefor any fashionable hat from Paris. This done, the poet Mistral, costumed as the Emperor of the South, was to kiss each of them paternally, not to any patriarchally, upon the forehead, and hand to each diploma, bearing his sign-manual in commemoration of the great event.

It is not often that journals move their headquarters from one part of the United Kingdom to another, but when they do so it is usually from the provinces to the metropolis. The *Scotts Observer* was originally published in Edinburgh, and subsequently pitched its tent in London, where it ended its brilliant career as the *National Observer*. The other week the *Labour Leader* migrated from Scotland to London, where it will in future be published instead of in Glasgow. This is the *Labour* journal with which Mr. Kerr Hardie has been identified very closely for some years, and it is the organ of the Independent Labour Party.

COLONEL, now Senator, Donville, late of the 8th, "Princess Louise's New Brunswick Hussars," cabled to the Mikado of Japan, it will be remembered, on the eve of hostilities between Japan and Russia, his warm wishes for Japan's success. The Mikado has acknowledged the compliment by presenting Miss Donville, daughter of the colonel, with a gold locket, a personal gift from the ruler of Japan, by the hands of Mr. Nosse, the Consul-General of Japan in Canada. The locket is a representation of the Japanese flag. The incident is one of a crowd of others that tend to show events in English-speaking Canada are preparing the public mind for active participation in the war, should Great Britain find it necessary later on to go to the assistance of her ally, Japan. Canada has large commercial interests in the Far East, which are likely to become more important every year.

LOCAL journalists in the Far East must be having a bad time just now, judging from the following information forwarded by a Moscow correspondent of a home paper. The *Novi Kru*, published at Port Arthur, and formerly the semi-official mouthpiece of Admiral Alexieff, is now, for lack of advertisements, and owing to the paucity of its subscribers, reduced to publication on a small single sheet. Its editorial and printing establishment in the old town of Port Arthur was destroyed by Japanese shells, and it is now hidden away in a semi-subterranean apartment in the new town. The *Kharbin Vistnik* has had all its Chinese and Japanese intelligence sources cut off, and is dependent upon St. Petersburg for news. It had fifteen British subscribers in China and Japan, and it now announces that it has struck those off its list, in case its patriotism should be questioned. More than this, it makes no compensation for the discarded subscribers, and any allies of its money.

THE second-class cruiser *Sphingia*, 3,600 tons and 8 guns from home, bound for the China station, will arrive in a few days. She is to relieve the second-class cruiser *Talbot*, 5,600 tons and 11 guns, which will return home.

THE following telegram from Secretary to the Government of Burma to the Colonial Secretary, Hongkong, dated Rangoon, 11th inst. has been received and forwarded to us:—"Hongkong declared infected, inform shipping firms."

As we stated already, the French Government is sending two submarine torpedo boats of the *Naute* type to assist in the defence of the port of Tientsin, and two others to the port of Saigon in French Indo-China. The vessels are due in the southern Chinese waters in a day or two.

SOME "Fashion" Don'ts:—Don't dress for golf until you can play it. The caddies have names for these things. Don't ask your tailor for a large check. He might respond with a sin bar request. Small checks are fashionable on both sides. Don't go away with the wrong topic, lest some one else goes away with the wrong impression. Don't, after you have pulled your boots on, leave the tabs visible. You do not wear the shoe-horn or the buttonhook.

THE annual presentation of £20, or a gold watch of that value, made by the Governor of the Colony to the sergeant of police who has proved himself most proficient upon examination, takes place on Friday afternoon, when H. E. the Officer Administering the Government, Mr. F. H. May, will make the presentation to Sergeant Sullivan, P. S. 34, the successful candidate this year. In 1902, Sergeant Watt received the award, and in 1903 Sergeant Kent was declared the winner. There will be a full dress parade of the Police Force on Friday afternoon, for which a rehearsal was held yesterday, in the compound of the Central Police Station.

SOME London capitalists and the well-known Liverpool sugar expert, Siegmund Stein, intend to take advantage of the present favourable sugar situation to carry out on a large scale Stein's experiments in sugar-beet cultivation, which have given most satisfactory results. It is intended to set up sugar-refineries in England, in Lancashire, Cheshire, Lincoln, the Midlands, Norfolk, Suffolk and Kent; in Scotland, in Kile, Inverburgh and Aberdeen; and in Ireland, in Sligo, Wexford, Clare and Dublin, the cost of each establishment, including the necessary working capital, will be £8,000 to £10,000.

A RICKSHA coolie was placed before Mr. Compertz, this morning, by Inspector McNab, and charged with stealing a basket of clothes belonging to Chinese women, who had engaged him to take them to West Point. On the way they stopped at a shop and went inside to make some purchases, while the ricksha coolie immediately bolted. The women raised a hue and cry, and reported the matter to Inspector McNab, and he instituted a search of the coolies' houses, finding the stolen basket and some of the clothing in the defendant's house. The Magistrate sent the coolie to six weeks' hard labour, with six hours in the stocks.

IN casting a retrospective look at the figures of exports to China since the year 1877, it is encouraging to behold that 1903 shows the highest figure, viz., 604,000 bales, being an increase of about 50,000 bales on last year, and the current year will be able to show a still greater increase for the plain reason that owing to the Russo-Japanese War, the production in Japan will be curtailed by about 50 per cent. in consequence of the mills which were hitherto working day and night are only working by day. This will naturally restrict the Japanese export of yarn to China, creating a demand for Indian productions, and with a greater demand higher prices will result.

THE honour which has been done by the Government to Mr. Narojee Pudemjee of Poona is not less flattering to the whole Parsee community than to its recipient himself. The Pudemjee family justly holds a high place in the estimation of the people of the Deccan, and Mr. Narojee, who has been now made a Sirdar in the place of his deceased brother, has been known to have followed closely in the footsteps of the late Mr. Dorabjee and his father. The distinction that has been conferred upon him is, therefore, as much a compliment to the family as to the individual who has received it, and it may well give occasion for self-congratulation to the community at large. It may also give rise to some wholesome reflections. The honour and respect that Mr. Pudemjee Pestonjee and coming after him his sons, Messrs. Dorabji and Narojee Pudemjee, have enjoyed at the hands of the Government and the public shows that it is quite possible for the Parsees to play a useful and an honourable part in public life without being either assy or obnoxious. Parsees, certainly, did not rise to honour and affluence by dabbling in high politics, and the results of their playing high at the game, as evinced in the career of two or three distinguished Radical stalwarts, have been, by no means, either encouraging or profitable to themselves or others. We should believe that the Parsees have elsewhere a better, higher and certainly more profitable field for the employment of their talents and their energies, and the careers of worthies, like the Pudemjees and others, ought easily to convince them that the sphere of public usefulness is not confined to the political arena, and that the Parsees can play a useful and an honourable part in public life without being either assy or obnoxious.

AT Glasgow the other day a young man was sentenced to ten days' imprisonment for stealing from his employer's office the diary of Dr. Pritchard, who was publicly executed in Glasgow for poisoning his wife and mother-in-law. Inside the diary was the business card of William Marwood, which bore the words, "Public Executioner, Horncastle; Lincolnshire. All orders promptly executed." The diary contained many entries referring to Pritchard's wife and mother-in-law.

THE part played by M. Doumer, the former Governor-General of Indo-China and one of the promoters of the recent campaign against the Minister of Marine, is the subject of much comment. His attitude of vigorous assault, followed as it eventually was by his vote in favour of the proposal for an inquiry which was supported by the Government majority, not unnaturally exposes him to the criticism of his former Radical comrades for what they call his defection, which it likewise alienates from him the interested sympathies of the Opposition. It is evident from the Paris papers that he has fallen between two stools.

THE evidences are multiplying, that the English-speaking provinces of Canada, the people of which are watching the war in the Far East with intelligent interests, will be ready to take their place at the side of the mother country, as in the Boer war, in the event of Great Britain being drawn into the struggle. A few days after the colonel and officers of the 30th Regiment of the Canadian Militia, "Wellington Rifles," headquarters at Guelph, Ontario, adopted a resolution to offer for service 500 strong should Great Britain become involved, the officers of the regiments belonging to the Ottawa garrison were interviewed by a local paper on the same subject. The answer was that although the matter had not been discussed, as the occasion had not yet arisen, there was no doubt, in case of Great Britain being forced to take part in the struggle, that the Ottawa regiments would be among the first to offer for the front. The anti-Imperial campaign in the province of Quebec has received its answer from Ontario.

ELECTRIC LIGHT CO. MINED.

The Electric Light Company, through the manager Mr. H. B. Bridger, was again charged before the Magistrate, Mr. Compertz, at the Police Court this morning, with not having abated the nuisance caused by the smoke from the chimney as ordered by the Magistrate a month ago. For the defence it was stated that due diligence had been used in trying to abate the nuisance, but that the defendants had been much handicapped by reason of several breakdowns of the machinery and plant which had interfered considerably with the work of alteration and repair necessary to effect an abatement of the nuisance. For the prosecution it was pointed out that a notice was first served on the defendants requiring an abatement of the nuisance in 1902, and from time to time since, but without any visible effect, so far as the nuisance was concerned. Mr. Bridger admitted the continuance of the nuisance, and stated that new machinery was on the way out from home, and when it was installed and in working order there would be no further cause for complaint. Mr. Compertz held that, considering that the first notice was given in 1902, and the nuisance was not yet abated, due diligence had not been used to effect an abatement, and as the company was liable to a fine of \$10 for every day, the nuisance continued he must inflict a fine of \$60 on the defendant Company—that is for the six days which had elapsed since the last notice—the daily liability still continuing.

THE DEMAND FOR MAPS.

The enormous demand for war maps is a clear indication of the keen interest with which the public are following the progress of events in the Far East.

"Since the commencement of the Boer war," remarked the manager of a large London establishment, "the public have taken a much more intelligent interest in military operations in all parts of the world. One has only to watch the crowds that gather round our windows for the purpose of scrutinising the 'flagged' maps to appreciate the fact. Then again people demand detail. Mr. Angus Hamilton's new map of Korea is an example of this. Its scale is 25 miles to an inch, and gives almost every road."

"Is there any map in particular request?" he was asked.

"Yes, our map of China and Japan, extended to show the adjacent portion of the Russian Empire, India, Burma, and so on, and also the various railways and principal lines of communication between the various countries. Then there is the map of Russia's great railway route to China over which General Kuropatkin is travelling. Every station is marked, and the greatest possible care has been exercised in its compilation. Of course, maps, like everything else, must be up to date. Geographers follow the operations as closely as possible. A place hitherto unknown suddenly springs into importance in a night, a wide area becomes the field of important operations, and these have to be fully covered in all subsequent editions. With the assistance of our correspondents and the maps of the country we are able to do this. The maps of the Japanese are very good, and we have found Russian maps of great assistance."

"At present," he concluded, "there is a lull in the demand for war maps. It rises and falls with events, but let there be an important movement and the effect is immediate. But the great struggle in the Far East has not yet begun."

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.
THE WAR.
EVACUATION OF NEWCHWANG.

RUSSIAN GARRISON WITHDRAWN.

(From Our Own Correspondent.)

WEIHAIWEI, 11th May, 11.11 a.m.

The Russians are evacuating Newchwang.

The guns have been removed from the forts and the garrison is being withdrawn.

[There has been redoubled activity at Newchwang for some considerable time, and a month or so ago the preparations for defence were vigorously completed. Formidable fortifications were erected, and an enormous force of artillery stationed at the place.—Ed., H.K. T.]

THE S.S. "PRONTO" SAFE.

The Hongkong agents of the Hamburg-Amerika Line kindly write to inform us that the German steamer *Prona*, Capt. Grandt, which was rumoured as having been lost, arrived safely this morning at Ningpo.

CHINESE WOOD OIL.

Consul-General Wilcox, Hankow, China, reports:—"Wood oil is rapidly becoming an important article of export. During the past season there has been over \$1,800,000 worth of it shipped from this port. Two United States firms have located branches here for the purpose of exporting wood oil. One of the firms deals exclusively in this article, and it has shipped nearly 250,000 gallons since last fall. Previous to 1900 the oil was shipped to Europe in considerable quantities. The great difficulty of obtaining barrels to export the oil is a serious drawback, as no barrels are manufactured in any of the provinces where the oil is grown. For this reason an American firm here has imported from New York shooks for 5,000 barrels and machinery for setting them up."

A MURDER ON THE MAIL STEAMER.

PATHAN RUNS AMOK.

The passenger of the P. & O. s.s. *Arabia* had an exciting journey between Aden and Bombay. On the 13th ult., when the steamer was two days out from Aden, a quarrel occurred amongst the Punjabi and Pathan firemen of the ship. It is stated that a native fireman had obtained a bucket of water and that one of his mates attempted to snatch it from him. A quarrel immediately occurred and after high words one of the participants of the dispute, a Punjabi, went to the engine room, and procured a bar of iron. Before he could be stopped, he had administered horrible blows to the heads of two of his Punjabi comrades, and had knocked four or five others about in a brutal manner. One of the Punjabis died, despite surgical attention, twelve hours later, and another is in a precarious condition. Unfortunately at the time of the quarrel, none of the officers of the ship were in the neighbourhood. According to the account of a passenger, the firemen were a scratch crew picked up for the voyage, and they were extremely wild all the way out. The offenders were taken ashore in the police boat, this morning. Naturally the passengers were much exercised over the matter. The occurrence took place in the neighbourhood of the second saloon and is stated to have been witnessed by several of the passengers.

The official report by the Commander of the vessel states that a case of manslaughter occurred, committed on board during the voyage between Aden and Bombay. It is stated that an altercation took place among the engine room crew between Pathans and Punjabi firemen on the night of the 13th instant, at about 10 o'clock. One of the Punjabi struck a Pathan on the back of his head with an iron bar. The man fell down unconscious and died on the following morning at about 7.30 a.m.

At the Police Court, before Mr. J. Sanders Slater Inspector Wilkins charged Edmund Fagg, fireman on board the P. & O. Company's mail steamer *Arabia*, with the murder of Akbarsha Leebas. The case was remanded pending further inquiries.

SHIPPING AND MAILS.

MAILS DUE.
German (*Sachsen*) 11th inst.
American (*Korea*) 13th inst.
French (*Australien*) 16th inst.
Indian (*Kumang*) 23rd inst.
Canadian (*Empress of China*) 23rd inst.

The C. P. R. Co.'s *Empress of India* arrived at Vancouver at 7.30 p.m. on 10th inst.

The P. & O. S. N. Co.'s *Triumph* left Singapore for this port on 10th inst. at 6 a.m.

The P. & A. s.s. *Indrapura* left Mool on 10th inst., and may be expected here on 15th inst.

The I. C. S. N. Co.'s *Castell* left for this port on 10th inst.

TELEGRAMS.

(Reuter's.)

Russian Losses at the Battle of Yalu.

LONDON, 9th May.
An official Russian statement gives the Russian casualties at the battle of the Yalu at 70 officers and 2,324 men killed and wounded.

The British Press on the War.

The *Daily Telegraph* says the campaign has been conducted by the Japanese with a brilliance almost unparalleled in war. Japan's success is due to the consummate combination of naval and military action, which even England has never rivalled. The Japanese successes of the last three months are even more marvellous than those of Germany in 1870. The *Standard* says there have been few finer feats of war than the blocking of Port Arthur.

LATER.

The War.

There is a universal chorus of eulogy of the masterly strategy of the Japanese combined with swift unflinching execution. Even the German press, which has hitherto been the most reserved, cannot withhold its tribute of praise and admiration.

The Japanese Loan.

The Japanese loan, which was expected to be issued last evening, was quoted on Saturday at 2½ per cent. and yesterday at 3½. An unqualified success is assured.

German Socialists on the War.

In the Reichstag, M. Bebel attacked the pro-Russian attitude of the Government in regard to the war. He declared that the Kaiser's telegram of sympathy to the Tsar on the occasion of the *Petrovsk* disaster in no way reflected the feeling of the nation. Count von Bülow denied that the Kaiser's telegram was a departure from neutrality, and regretted that the disasters of a neighbouring friendly nation had been the object of malicious articles and caricatures by a portion of the German press.

The Feeling in Russia.

The Japanese successes have caused a feeling of apprehension in Russia and the General staff declare that the latest developments assure a long and bitter war.

A QUESTION OF RESPONSIBILITY.

A. Haner, manager of a local cigar factory, living at 43 Des Vaux Road Central, was sued, in the Supreme Court, this morning, before the Puisne Judge, His Honour T. Sercombe Smith, for the sum of \$137.59 money alleged to be owing by him for provisions supplied by Yen Wo Tong Sang, a compradore of 75 Queen's Road East.

Mr. P. W. Goldring, from the office of Mr. J. Hastings, appeared for the plaintiff, and Mr. F. P. Heit, (with Mr. G. K. Hall Bruton) represented defendant.

It was explained that in March last a man named Gabina called at the plaintiff's shop and ordered provisions which he said were for use at the cigar factory. The compradore was suspicious about the matter and sent a representative to see the manager. Haner was spoken to, and it was alleged that he said the goods were for the factory, consequently the provisions were supplied to Gabina, who called for a quantity each morning, but when, at the end of the month, the compradore asked Haner for payment he was told that the money had been given to Gabina each week. Gabina had since changed his address and could not be found. Hence it appeared a question as to whether Haner was responsible for the payment of the account of \$137.59.

His Honour thought he was not, and accordingly gave judgment for defendant, with costs.

PHILIPPINE HEMP.

In the monthly summary of the commerce of the Philippines for October last year it is noted that about the beginning of the year complaints reached the Philippines Commission that the hemp being exported from the islands was of very inferior quality, and that there was fraud in its packing.

The Secretary of Agriculture of the United States recommends investigation and action, suggesting that if the Manila hemp continued to be of such poor quality, purchasers and users of fibre would be driven to other fibres and countries. It was recommended that the hemp exported be officially inspected and classified and carry the mark of the Government upon it to indicate its quality. A bill was drawn in this sense, but the public discussion satisfied the Commission that little if any good could be brought about by such legislation. So far as we were able to determine, the bill which was desired by the American merchants was a bill which should forbid the exportation of hemp of poor quality, and should impose such restriction on the method of raising and cleaning hemp as to insure the production of only good fibre at a reasonable price. The discussion showed that much poor hemp was exported for use in making paper and hats in Japan and in other countries. Because of the high prices paid for poor hemp, the faulty cleaning of hemp was much more profitable than the preparation of the finer qualities. The object of the persons asking legislation, when analysed, seems to be rather to secure a law which shall hold the price of good hemp down. The bill proposed that, therefore, be allowed to lie on the table, and it is unlikely that any further action will be taken in the matter. The high price of hemp always increases the production of inferior quality. This is a natural economic result, and the dealers do not desire to pay high prices for the superior quality, their refusing to do so will soon bring up the quality of hemp.

THE WAR.

JAPANESE REFUGEES.

Two Japanese refugees from Siberia arrived in London recently, and tell a striking story of their experiences. Their evidence was interpreted by Mr. Shaw. Their names are Tachikawa Jingo and Ikeda Iwao. The first was was head of the Japanese community in Irkutsk, the latter the chief Japanese resident in Chita. On Feb. 8 all the Japanese residents of Irkutsk were ordered to leave the town within three days. The Governor ordered them all to Chita. At midnight all the Japanese were packed four at a time in sledges meant to hold only two, and driven by one horse each instead of the usual pair. During the crossing they suffered severe privations, and several were frostbitten. On arriving at Chita the Japanese were treated kindly by the Governor, gave Mr. Tachikawa and Mr. Ikeda passports to travel back through Europe, where they were assisted by the Japanese Legation. Mr. Ikeda stated that news had reached Chita from Harbin from time to time of the hanging of Japanese residents accused of railway breaking, or suspected of being spies. In striking contrast to this is the testimony of the *Sirjelya Vedomosti*, which states that all the Russians who have arrived from Nagasaki state that the Japanese treated them extremely well.

GENERAL KUROPATKIN.

THE MAN WITH A LEGEND.

Russia is under no apprehension as to how General Kuropatkin will comport himself in the Far East. From the Tsar downwards there is absolute confidence in his ability to crush the Japanese. The more credulous of Nicholas's subjects have woven a legend round the man. In the peasant imagination he is Skobelev come back to life to place his sword at the disposition of his country. Even in the Russian army the belief prevails that Skobelev, whose remains lie at Moscow, has not wholly disappeared so long as Kuropatkin lives.

And, indeed, it may with truth be said that there is a good deal of the dead Skobelev in the living Kuropatkin. For the man in whose hands lies the destiny of Russia's prestige in the Far East learnt the art of war from the great hero of the Russo-Turkish campaign. He was Skobelev's chief of staff, and bonds of real affection united the two men. "If a bullet does not carry you off, I predict a brilliant future for you," said the great general. The bullet came at Shlipka, and everybody thought that Kuropatkin's career was ended. "My brave and indefatigable Kuropatkin," wrote Skobelev in his despatch.

It is to the celebrated painter, Vereschagin, who took part in the campaign as a soldier as well as an artist, that we owe the story of Kuropatkin's wound. The lieutenant, as he was then, was in the midst of an inferno of shot and shell. "Suddenly," wrote Vereschagin, "I saw Kuropatkin turn as pale as death. Two soldiers held him up. He stopped in order to take breath before a rock. A bullet had struck him on the left shoulder, and came out at the back. He begged me to examine his wound, and to tell him whether it was mortal or not. He was conveyed under the shelter of the ravine, where his wound was attended to. But the condition of the Russians was so critical that little attention could be paid to him. When Skobelev heard the news tears came into his eyes. 'It is an irreparable loss,' he said.

Kuropatkin was placed in a litter and conveyed over a well-nigh impassable road. Those who carried him could only advance with extreme difficulty. The jolting was terrible, and once the bearers fell, and he was pitched out in the snow. "Can you write?" he asked an under officer near him. "Yes," was the reply. "They take a pocket-book and pencil from my tunic, and write at my dictation." The dictation over, Kuropatkin said, "Now carry that to General Skobelev, and place it in his own hands at whatever cost." The officer met Skobelev in the course of half an hour. The general opened the note with nervous hands and read, "The Turks must be dislodged from the position at Sireneve before everything else"—a recommendation which assured Skobelev that his chief of staff was not going to die just yet.

In those days his genius lay in carrying things out after they had been conceived. The man has a tremendous confidence in himself, as has been made manifest during the last few days. Even before he has assumed command of the army in the Far East, before he is acquainted with the obstacles which beset him, he has formulated a scheme at the end of which is victory. "Premature boasting," say the army critics of Europe. But that is Kuropatkin all over. He goes to meet the Japanese with the prayers of Russia ringing in his ears, with the knowledge impressed on his mind that he is the champion of the Western world in the supreme struggle between the white and yellow races.—*Ex.*

Prince Boris and suite arrived at Newchwang on the 2nd inst. M. Pavloff was among the followers. The latter has just returned from the Yalu, and reports that a big battle had just been fought when many officers were killed. The Prince left again in the afternoon by train for Liaoyang. He visited the French Convent before departing.

About 5,000 troops passed through from the direction of the fort and marched towards the Russian railway station. General Ma Yu-kun, in command of the defence guards beyond Shanhaikwan, has wired the Wai-wu-pu as follows: "Contrary to the rules of neutrality, the Russians have laid mines at the railway station on the west shore of the Chiao river, and at the different strategic points as well, and this has caused much obstruction to pedestrians and trade, etc. The Wai-wu-pu have accordingly demanded an explanation from the Russian Minister at Peking, who, however, refused to carry out any negotiations on the above subject on the plea of having no power."

The Wai-wu-pu have wired Tseng Chi, Tartar-General of Fengtien, that his repeated important messages concerning the Russian question have been interpreted to the Court, that he should observe the rules of neutrality as far as possible, and that he should adhere to his present post. Further, that the Peiyang Minister has been instructed to be on guard, and that all important despatches should still be transmitted by the official courier.

PROGRESS OF CHRISTIANITY IN JAPAN.

The German missionary Schiller, who has spent many years in gospel work, has recently published, in the *Chronik der Christlichen Welt* (Leipzig), a timely account of the status of Christianity in Japan. The *Literary Digest* condenses his article as follows:

According to reliable statistics, the total number of Japanese Christians in 1902 was 129,134, of whom 46,034 were Protestants, 6,680 Greek Catholics, and 55,824 Roman Catholics. In addition to these, there are thousands of children who are not included in the reports of the Protestant churches, so that the total number will easily be 200,000 for the whole empire. This is, indeed, a small percentage in a total population of about 45,000,000—only four or five Christians to every thousand of the population. Yet it represents a great achievement when we remember that it is only thirty years since the law punishing persons for becoming Christians was abrogated, and the public warnings against Christianity as "the wicked sect" were taken from the bulletin-boards. The growth in late years has also been satisfactory. The Protestants report 4,308 baptisms, the Greek Catholics 83, and the Roman Catholics 4,391, in 1901 alone, or a total increase equal to 5½ per cent., while the average increase in population is only 1.5 per cent. Even if this proportionate growth is maintained, however, it will still be one hundred and fifty years before the outward Christianization of Japan is an assured fact. In the beginning of 1902 there existed in the empire 403 organized Protestant congregations, of which 80 were financially independent and no longer in mission-churches; also 171 Greek Catholic churches and chapels. These were served by 380 ordained Protestant pastors and by 27 Greek and 34 Roman Catholic priests, assisted by a host of non-ordained evangelists, teachers, and other native helpers. The bulk of this work is still dependent on the assistance of the mission societies. But we can boldly claim that the quality of the Japanese Christians and preachers is such that Japanese Christianity would have abiding permanence even if all mission help were withdrawn. In reference to the spread of Christianity, it must be said that the work is still confined to the great centres of population, and is almost unknown to the people in the country districts. The organized congregations are found only in the cities, Tokio alone reporting 15,000 Christians. It is evident that these centres constitute the best bases for the spread of the church.

The influence of this relatively small body of Christians in the state at large is strikingly brought out in an article by the native preacher, Kozaki Hirumichi, which appears in the same journal. He says: "Although Christianity in Japan is still in its beginnings, there is abundant evidence to show that, relatively, it exerts remarkable influence and power; and in some departments of thought it has actually assumed the controlling leadership. There are but few of the modern books of Japan, especially of those that have been published during the reign of the present Emperor, that do not show this tendency. Many expressions, now in general usage, such as 'Sambu' (equivalent to 'praise and glory'), 'Jeisk' (equivalent to 'eternal life'), 'Kansha' (as the equivalent of 'thanks'), are Christian expressions. The conception of 'Kami,' or God, has received a new meaning. The modern expressions in moral and ethical spheres show the influence of Christianity more than that of any other religion. Society in general has learned from Christianity that monogamy is the highest type of married life. When some years ago the Mormons began their propaganda in Japan, the great majority of the papers opposed the teaching.

"It is remarkable how many of the prominent men of Japan are Christians. To this creed belong one member of the imperial cabinet, two judges of the Supreme Court, two presidents in the lower house of parliament, three vice-ministers of state—not to mention a host of officials in the lower ranks. In the first parliament, out of a total membership of 300, there were, including the president, twelve Christians, or a proportion nine times greater than that in the country at large. In the present parliament the president and thirteen members are Christians, and this number includes some of the most influential men in the assembly. Rather singularly, one of these was elected from a predominantly Buddhist district with an immense majority. In the same way the Christian, Shimada, who has been representing the city of Yokohama for ten years, was reelected with a majority greater than ever. In the army there are 155 Christian officers, or fully three per cent. of all, and the two largest battle-ships are commanded by Christian. In the universities and other schools of advanced grade, both among the teachers and the students, the proportion of Christians is exceptionally large. The same is true of those students who are studying abroad at the expense of the Government. Of the six graduates of the state institutions recently sent abroad, five are Christians. No less than three of the great dailies of Tokyo are edited by Christians. The most successful public and charitable institutions are managed by men of the same faith. The prominence of Christians in charitable work has greatly aided the cause of Christianity in Japan, and has made a strong impression upon the people at large. The outlook for Christianity in the 'Kingdom of the Rising Sun' is most promising."

BITTERS AND SWEETS.

[BY A WAR CORRESPONDENT.]

That the path of the British war correspondent is not permanently strewn with roses is more and more frequently brought to the notice of the reading public as war succeeds war. Of late years, indeed, the small fighting forces of the Press have suffered in battle far more severely, in proportion, than the troops whose fortunes they have shared. A few years back the "expectation of life" of the war correspondent ranked (I speak from experience) for insurance purposes with that of the publican. It is, however, to be feared that, in the light of the happenings of recent campaigns, the actuaries of the companies may deem it wise to recast their calculations; for, to go back no further than Omdurman, when the Hon. Hubert Howard was killed and Colonel Rhodes (for the *Times*) got a bullet through his shoulder, the cases of casualties among correspondents in the field have been increasingly numerous. Mr. Knight lost his right arm at Belmont, charging with the Guards, and Mr. Hands got his thigh smashed in the relief of Mafeking, and—without giving the melancholy list of those who perished by disease contracted in their arduous labours—we have now a latest victim in the person of Mr. Candler, of the *Daily Mail*, who is maimed for life. The public is probably beginning to realise something of the risks of the men who supply them with information from the field, though it is not long since the idea was prevalent in the vast unthinking classes of society that they obtained their information "I suppose from the papers, like other people." This was galling to those concerned, despite the comfortable knowledge that, in the event of their death "on service," articles eulogising the enterprise of the proprietors would duly appear in the papers they represented. But, indeed, a war correspondent's compensations are not many in these days. He has to subscribe to an agreement which is practically the Mutiny Act, and by which he consents to be shot, not merely by the enemy, but, for adequate offence, by the general to whose command he is attached, and for the rest, in these terrible times of telegraphy and competition, he has commonly to incur more frequent dangers, and to work infinitely harder, than any actual combatant.

In the old days he did enjoy certain little privileges; he lived fat, "grubbing with generals," and was usually to be found "pummed thumping" comfortably beside extra A.D.C.'s in the wake of the Headquarters Staff. Sometimes, too, in that goodly company the joys of looting—in a quiet way—were not denied him. One correspondent, indeed, I knew who, after a certain great battle, bought on the field a very handsome horse (with saddle and bridle thrown in) for the modest price of half-a-crown and a bottle of beer, and rode the beast about all the winter through, in the teeth of the ex-owner (he was not the seller), who, with murder in his eye, was fain, from motives of policy, to "lie low and say nothing." But this gentleman (he is not now living) made an even better bargain, an outcome, he said, of a joke, at the result of which no one was more surprised or bewildered than he. He had remained on shore at Alexandria during the bombardment in the interests of his paper (which he served most admirably) and had lost in the town that followed such belongings as he had kept with him. These were quite modest, consisting of a small bag with brush, comb, and razor, a collar (soiled), half a sleeping suit, and a disabled stylographic pen. One evening, however, when peace had been restored, and a number of us were seated with our after-dinner cigars on the verandah of Shepherd's Hotel, the talk fell on the proposed indemnity claims—in the payment of which no one had any great belief.

"Don't you think," said —, turning to me with a twinkle in his eyes, "that I should claim for all my property lost at Alexandria?" And as every one agreed, he proceeded to make out a list, which should be calculated on a sliding scale, in the view that payment, if any, would probably be at the rate of about one per thousand of the demand. Everybody present helped with suggestions, even strangers coming up out of the darkness to offer new and luxurious ideas, until by midnight the battered "Gladstone" had grown into a dressing case with solid silver fittings, the size, judged by what we sipped it with, of a grand piano at the least. We threw in this and that and the other with the irresponsible recklessness of a cookery-book, and, when imagination was wholly exhausted, jammed down the crocodile skin upon two last happy items for anxiety and loss of health, fastened the costly patent locks, and having posted the stupendous document to the proper quarter, went to bed—and forgot the incident.

That claim was paid—paid in full and with a promptness that clearly showed the instability of the Government.

And, some while afterwards, — rushing through Alexandria to catch the outgoing steamer, was hailed by a panting black-gowned Boab, doorkeeper of the building that had harboured him in the fight, who, with a gleaming smile of conscious honesty, produced the original lost bag in all its despicable integrity. For a moment — was at a loose end; but he seldom lost nerve. "Extensively damaged by smoke and water," he said, with his eyelids on the wretched object. "Keep it my friend, keep it as a reward for your honesty, and with it take this dollar to buy hashesh."

This United States census estimate for 1903 shows the population of the United States, excluding Alaska and the annexed islands, to amount to 79,930,000, being an increase of 3,000,000 since 1900. The estimated populations of the principal cities are:—New York, 3,710,000; Chicago, 1,874,000; Philadelphia, 1,368,000; St. Louis, 600,000.

THE YARN MARKET

AND THE CURRENCY QUESTION.

Speaking at the annual general meeting of the members of the Bombay Millowners' Association, Mr. Sassoon J. David, speaking both as a mill owner and a shipper of yarn, said:—The year 1903 has been a record one as regards exports to China. The increase in shipments was due to a combination of circumstances that re-unhappily seldom met with in our dealings with China. There was from the beginning of the year a steady rise in prices both here and in China, and we were able to carry on, until about the end of last year, a large business with that country, with a fair margin of profit, which was all the more welcome as profitable years have not been so common of late as to compensate for bad times. That the mills have been able to dispose of their production, months ahead profitably, during the past year was not due to China responding at once to the local advance in prices, but to the fact that purchasers here were buying largely in anticipation of a rise in China where the improvement in prices was slow but continuous, benefitting the Chinese dealers as well. The prolonged tightness of money in China during the greater part of last year and which exists even now, has however had the effect of associating an ever-present risk with our relations with that country, and prevented the merchants there from responding as they would have done under ordinary circumstances, to the great rise in prices in Bombay. Moreover exchange transactions between China and India could not be carried on satisfactorily, which also hampered us a good deal. The Banks in China, owing to the scarcity of specie, were willing enough to sell rupees for ready clearance, but they offered such exceedingly low rates for forward transactions, that it was very difficult to do any business without undertaking great risks. I allude to this subject, as it is a matter of great importance to us and is likely to affect us, until China establishes a gold standard. Considering the enormous business we are doing with China I wonder if it would be too much to ask Government to minimise the hardship entailed on those who trade with silver-using countries, as the result of the Currency legislation, by so adjusting its purchases of silver as to always leave a reserve for minting purposes, and thus render it unnecessary to upset the market by sudden operations on a large scale. Another advantage that would result from Government thus adjusting its purchases, and spreading it over a longer period of time, would affect large interests among the masses, and though it is not within our province to enter into the question, I cannot help remarking in passing that if fluctuations in silver are reduced to a minimum by any action that Government might take in the matter, it will have the effect of maintaining the price of silver somewhere near its normal level and then it will gradually dawn upon the masses that they are acting very foolishly in hoarding silver as they do now, in the belief that present fluctuations indicate the possibility of a rise in the value of that commodity some day,—an illusion which ought to be dispelled if they are to be protected against the recurrence of a ruinous smash similar to that experienced by the hoarders of silver when the mints were closed.

COMMERCIAL.

Advices from Shanghai, dated 7th inst., state: Business reported.—Shanghai and Hongkong Wharves at 11s. 1½. Indo-Chinas at 11s. 75 for May, 11s. 76 for July, and 11s. 76½ for August. Farnam, Buys at 11s. 145/144½ 145 cash, and 11s. 148 for July. Sumatras at 11s. 61½. Maatschappij at 11s. 302½ for July. Gas at 11s. 112½. Hall and Hult at \$28. Business done direct:—Indo-Chinas at 11s. 77 for July. Shanghai Lands at 11s. 107½. Humphreys at \$1. Ex. 72½. Maatschappij at 11s. 295 cash and 11s. 300 for June. Weeks at \$20.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/9 11/16
Do. remand 1/9 11/16
Do. 4 months' sight 1/9 15/16
France—Bank T.T. 2/26
America—Bank T.T. 44
Germany—Bank T.T. 1.84
India T.T. 135
Do. demand 135
Shanghai—Bank T.T. 71½
Japan—Bank T.T. 88½
Singapore—Bank T.T. Nominal
Java—Bank T.T. 108½
Buying.
4 months' sight L/C 1/10 1/16
6 months' sight L/C 1/10 3/16
30 days' sight San Francisco & New York 44½
4 months' sight do. 45½
30 days' sight Sydney and Melbourne 1/10 5/16
4 months' sight France 2.31
6 months' sight do. 2.34
4 months' sight Germany 1.89
Bar Silver 25½
Bank of England rate 3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 960/1,080
" Old 1,100/1,160
" Oldest 1,150/1,230
Patna New 1,350
" Old 1,350
Benares New 1,330
" Old 1,330
Persian (Paper) 880/920

To-day's Advertisement.

CANADIAN PACIFIC RAILWAY COMPANY.
NOTICE.

FROM this date and during my absence from Hongkong, Mr. D. W. CRADDOCK in charge of this Company's business.
D. E. BROWN,
General Agent.
Hongkong, 11th May, 1904. [609]

Co-opay's Advertisements.

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [608]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOO G'ANG."

Captain G. S. Wengall, will be despatched as above, on FRIDAY, the 13th inst., at 4 P.M., in lieu of as previously advertised.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 11th May, 1904. [600]

FOR MANILA (DIRECT).

THE American Steamship

"BINONDO."

Captain D. Aldamis, will be despatched as above, on SATURDAY, the 14th inst., at 10 A.M.

For Freight, apply to
BARRETTO & Co.,
Agents.
Hongkong, 11th May, 1904. [606]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Chartered H. A. L. Steamship

"THEODOR WILLE."

Captain Krützfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 11th May, 1904. [607]

Intimation.



THE POPULAR

SCOTCH

IS

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVAN AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 31st May.
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.
S.S. "AGAMEMNON" from Pacific Coast via Japan is due here on 27th inst. from Moji.		
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	12th May.
YOKOHAMA and KOBE	"CHANGSHA"	13th "
SHANGHAI	"WHAMPOA"	13th "
NINGPO and SHANGHAI	"SINGAI"	14th "
MANILA	"SUNGKANG"	17th "
CEBU and ILOILO	"WUCHANG"	17th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	18th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st May, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 7th May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bahle	September 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 "
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 215, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese.....80
Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.
"KWONG TUNG".....1,238.....H. W. WATKIN.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [19]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing:

Shawmut.....9,606 W. M. Smith.....May 28
Tremont.....9,606 T. W. Garlick.....June 21
Tremont.....9,606 W. M. Smith.....Aug. 4
Tremont.....9,606 T. W. Garlick.....Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Tremont.....9,606 T. W. Garlick.....Ab. June 8
Shawmut.....9,606 W. M. Smith.....

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 7th May, 1904. [12]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Magagnoli, will be despatched as above TO-MORROW, the 17th inst., at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 6th May, 1904. [190]

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SHANGHAI, NAGASAKI, HIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN."

Captain R. Pesch, due here with the outward German Mail about WEDNESDAY, 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 7th May, 1904. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA".....12th May.
"SATSUMA".....3rd June.
"RICHMOND CASTLE".....15th "
"ST. FILLANS".....30th "
"LOWTHER CASTLE".....31st July.

For Freight and further Information, apply to

DODWELL & CO., LIMITED
Agents.

Hongkong, 7th May, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain C. Willis, will be despatched as above, on MONDAY, the 16th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th May, 1904. [601]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain Verron, will be despatched for the above Ports, on or about MONDAY, the 16th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 10th May, 1904. [9]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain James Young, will be despatched as above on TUESDAY, the 17th inst., at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th May, 1904. [603]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ (MEXICO).

THE Steamship

"LOTHIAN"

will be despatched for the above Ports, on SATURDAY, the 21st inst., at 4 P.M.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 9th May, 1904. [482]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS ISSA"

will be despatched for the above Port, on THURSDAY, the 26th May.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 25th April, 1904. [556]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that the will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing (Linen's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899.

HONGKONG AVERAGE MARKET PRICES.

Corrected 26th April, 100 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa D 18
" Corned—Ham Ngau Yuk 18
" Roast—Shiu 18
" Breast—Ngau Lam 18
" Soup, Tong Yuk 14
" Steak—Ngau Yuk Pa 18
" Serjoin—Ngau Lau 26
" Sausages—Ngau Yuk Chung 16
" Bullock's Brains—Know 8
" Tongue fresh—Ngau Li 45
" " corned—Ham Ngau Li 55
" Head—Ngau Tau 55
" Heart—Ngau Sum 9
" Hump, Salt—Ngau Kin 13
" Feet—Ngau Kerk 8
" Kidneys—Ngau Yiu 10
" Tail—Ngau Mei 16
" Liver—Ngau Con 9
" Tripe (undressed)—Ngau To 5
" Calves' Head and Feet—Ngau-chai-tau-keok 45
" Mutton Chop—Yeung Pai Kw 24
" Leg—Yeung Pei 24
" Shoulder—Yeung Shau 22
" Pigs' Chitling—Chi cheong 7
" Brains—Chi Know 2
" Feet—Chi Kerk 12
" Fry—Chi Chak 12
" Head—Chi Tai 13
" Heart—Chi Sum 18
" Kidneys—Chi Yiu 18
" Liver—Chi Kon 20
" Pork, Chop—Chi Pai Kwat 20
" Corned—Ham Chu Yuk 18
" Leg—Chu Pei 22
" Fat or Lard—Chu Yau 18
" Sheep's Head and Feet—Yeung Tau 55
" Keok 55
" Heart—Yeung Sum 6
" Kidneys—Yeung Yiu 9
" Liver—Yeung Con 10
" Sucking Pigs, To Order—Chu Chai 16
" Suet, Beef—Sung Ngau Yau 17
" Mutton—Sung Yeung Yau 20
" Veal—Ngau Chai Yuk 15
" Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 30
" Capons, Large, Small—Sin Kai 32
" Ducks—Ap 23
" Doves—Pan Kau 2
" Eggs, Hen—Kai Tan 24
" Fowls, Canton—Kai 30
" " Hainan—Hoi Nam Kai 34
" Geese—Ngor 22
" Geese, Wild Shanghai—Sheung Hoi Ye 22
" Musks—Wong Keng 2
" Hare—Tu Chai 2
" Partridge—Che Khon 2
" Pheasant—Shan Kai 2
" Pigeons, Canton—Pak Kup 26
" " Hoihow—Hoihow Pak Kup 26
" Quail—Um Chuan 23
" Rice Birds—Wo Fa Cheuk 23
" Snipe—Sa Chui 25
" Turkeys, Cock—Fo Kai Kung 65
" " Hen—Na 54
" Wild Ducks, Shanghai, Sulap 75
" Teal, Shanghai, Sulap 75
" Wild Ducks Canton—Sung Shing Sui 75
" Apea 75

FISH.

Barbel—Ka Yu 14
" Bream—Bin Yu 13
" Canton Fresh Water Fish—Hoi Sin Yu 10
" Carp—Li Yu 18
" Catfish—Chik Yu 11
" Codfish—Mun Yu 16
" Crabs—Hai 16
" Cuttle Fish—Muk Yu 18
" Dab—Sa Mang Yu 16
" Dace—Wong Mei Lun 12
" Dog Fish—Tit Tu Sa 12
" Eels, Congor—Hai Man Yu 22
" Fresh water—Tam Sui Yu 16
" " Yellow—Wong Sin 32
" Frogs—Tien Kai 35
" Garoupa—Sek Pan 62
" Gudgeon—Pak Kup Yu 19
" Herrings—Tao Pak 20
" Halibut—Cheung Kwan Yu 18
"

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,
at 1 P.M., the Company's Steamship
"POLYNESIE," Captain Le Compellier,
with Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 16th May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th May, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying Hi-
Maury's Mails, will be despatched from this
Port on MONDAY, the 21st May, at Noon,
taking Passengers and Cargo for the
above Ports.

"Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 7th May, 1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 16th May, at
9.30 A.M.

All Claims must reach us before the 21st
of May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 10th May, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 11th instant, will be
landed at Consignees' risk and expense into
Godowns, at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th May, 1904.

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM SEATTLE, TACOMA, VICTORIA,
YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 8th May, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "OCAMPO,"

FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that General Cargo is being landed at their
risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th May, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO EN THE

STEAMSHIP "RICHMOND CASTLE,"

FROM NEW YORK.

HAVING ARRIVED PER "YUENSANG," FROM

MANILA.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,

Agents.

Hongkong, 5th May, 1904.

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"COPTIC,"

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 12th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 18th instant or they will not be
recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
E. W. TILDEN,

Agent.

Hongkong, 5th May, 1904.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. India and Sundar,
From Calcutta, ex S.S. Somali.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.

Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$6,50,000	1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$22.994 for half-year ending 31.12.1903.	6 1/2 %	\$660 buyers
National Bank of China, Limited.	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 64.10/- \$38 buyers
Do. (Founders')	750	£1	£1	\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$84,415 \$66,872 \$200,000	\$1,959,926	\$32 for 1902	6 %	\$540 buyers
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	\$151,912 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 63 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	9 1/2 %	\$125 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$0,000	\$110,551	\$15 for 1902	7 1/2 %	\$200 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$295 buyers
China Fire Insurance Company, Limited	10,000	\$100	\$10	\$125,675 \$1,501	\$339,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 sellers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000 \$63,000 \$149,409 \$140,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$28 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£8 0 £100,000	£5,380	10/- for 1902	5 1/2 %	\$105 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,855	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$35,000 \$7,750	\$337	{ \$1.20 } for year ending 30.4.03	{ 3 1/2 % }	{ \$32 buyers }
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$ 211.75 \$ 18.00 \$130,153	\$33,648	\$5 for 2nd & 1-year making \$13 for 1903	9 1/2 %	\$135 ex div.
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	28/- sales
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 }	9 1/2 %	Tls. 48 sellers
Do. (Preference)	100,000					Final of { Tls. 1 1/2 making Tls. 3 1/2 }	7 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$143 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,329,652	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 7
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second } half year 1903	6 1/2 %	\$213
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 146 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Harbours & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$195 buyers
Do. (Preference)	2,750					\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1903	6 1/2 %	\$205 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$500,000 \$10,897 \$250,000	\$38,015	Final of \$2 1/2 making \$5 for 1903	5 %	\$103 buyers
Shanghai and New Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,110 Tls. 59,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$4,548	\$2 1/2 for 1902	7 1/2 %	\$32 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,066	Final of \$6 making \$12 for 1903	7 1/2 %	\$154 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making } in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$54 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 £16,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 29,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$32,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$35
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,989	First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,007 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$11 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 25,589	4 % for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	1 1/2 %	\$14 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 35,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 62 1/2 sales
Alhambra, Limited	100	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$25
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	50 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$15
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,043	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	90 cents for year ending 30.4.1903	6 1/2 %	\$131 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,855	£7,387	{ 45 cents } for year ending 30.4.1903	6 %	\$74 buyers
Shanghai Gas Company, Limited	10,670	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	{ 1 div. and 2 1/2 bonus for 1902 }		\$750 buyers
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 110,000	Tls. 7,369	{ Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 }	7 1/2 %	Tls. 115 sellers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of 37 1/2 making 52 1/2 for 1903	7 %	Tls. 400 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of Tls. 4 making Tls. 15 for 1903	12 1/2 %	T.Tls. 140 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	12 1/2 %	\$181 sales
Lare, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$1 1/2 making \$1 1/2 for year end. 29.2.04	10 1/2 %	\$115 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$10
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,644	Final of \$1 1/2 making \$1 1/2 for 1903	7 1/2 %	\$10 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	\$1,283	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	\$20 for year ending 30.1.1903	6 1/2 %	\$300
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	9 %	\$131 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 %	\$7
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	none	£100	None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$14,000	\$119	{ 50 cents } for year ended 31.5.1903	10 1/2 %	\$24 buyers
Do. (Founders')	100	\$10	\$10			\$29.70	14 1/2 %	\$20 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	9 %	\$15 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$27,053	Interim of 70 cents	9 %	\$15 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 80 cents for 1903/4	10 %	\$10 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 324,669	Tls. 27,187	First quarterly dividend of Tls. 7 1/2	14 %	Tls. 292 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1901	9 %	Tls. 125 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Final of \$1.20 making \$5.20 for 1903	13 1/2 %	\$20
Do. (Founders')	123							
E. L. Mondon, Limited	7,000	Tls. 30	Tls. 30	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	Tls. 6 for 1903	9 1/2 %	Tls. 62 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$16,000		\$10 for 1901	7 1/2 %	\$135 buyers
Straits Trading Company, Limited	350,000	\$10	\$10	\$650,000	\$83,403	{ 51 div. and 25 cents bonus for half year } ended 30.6.1903	8 %	\$114 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$92 1/2
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	3,400	\$10	\$10	none		\$2 for year ended 31.10.1903	8 %	\$17
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$50